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COMLCSRON ONE Newsletter

USS FORT WORTH (LCS 3) Commissioned in Galveston

By: MC2 (SW/AW) Garcia
SURFPAC Public Affairs

GALVESTON, Texas – USS FORT WORTH (LCS 3) was commissioned at the Port of Galveston in Galveston, Texas, Saturday, Sept. 22.

The ship was officially placed in service by Vice Chief of Naval Operations (VCNO), Adm. Mark E. Ferguson III.

"To the crew, this day marks the beginning. You have already set the ships' personality and character, and we anxiously await your arrival into the fleet for there is much to be done," said Ferguson. "Our expectations for you and the ship are high. The ship arrives at a time when nearly half of our ships in the U.S. Navy are underway on any given day and we are faced with increasing challenges around the globe. We will be a stronger Navy as FORT WORTH takes her place among the ships of the line."

The ship's two commanding officers, CDR. Randy Blankenship, Blue crew, and CDR. Warren Cupps, Gold crew, took command, set the first watch, and raised the ensign.

"Today's celebration marks the official entry of FORT WORTH into the fleet and into naval history. Today, she becomes official sovereign U.S. territory and carries this unique status wherever her compass steers," said Blankenship. "It is a tremendous honor to command this warship and to lead these Sailors who stand before you. Ship command isn't about the captain, but rather the humble privilege to lead a group of outstanding men and women who selflessly give their service to our great country."

Contents:

The ship's sponsor, U.S. Rep. Kay Granger, gave the order to the crew of FORT WORTH to "man our ship and bring her to life."

"For a city that was founded by the military, having a ship that bears our name is a special honor. I have the pleasure of standing before you today as a member of the Fort Worth community and the privilege to stand here as the sponsor of FORT WORTH," said Granger. "As we hand this powerful weapon to the U.S. Navy, we are welcoming these Sailors into the Fort Worth family. These brave crews will guarantee FORT WORTH will overcome challenges, and in doing so, will guarantee our freedom we so often take for granted."

For the crew, the commissioning was a culmination of years of hard work. The Sailors who brought the ship to life today said they understand that the work they do is demanding and that each Sailor must maintain high levels of proficiency in multiple fields, and optimize ship operability with multiple crews.

"The Sailors you see before you manning the rails are truly the best and brightest America has to offer today. As the commissioning crews, these Sailors are the ones that set the culture, the standard, the reputation, and the personality of a ship," said Cupps. "It took grit and tenacity to ensure FORT WORTH's survivability when it was just on an Army outpost on the Western frontier, and it will take grit and tenacity for these great Sailors to make Fort Worth successful throughout her life as a naval warship."

FORT WORTH was christened by Granger in a ceremony at Marinette Marine Corp. shipyard in Marinette, Wis., on Dec. 4, 2011. The ship completed builder's sea trials in Lake Michigan, Oct. 22, 2011, and was delivered to the Navy, June 6.

FORT WORTH is 390 feet in length, with a steel mono hull, aluminum structure and is the third littoral combat ship in the fleet. It has a displacement of approximately 3,000 metric tons full load, is capable of speeds in excess of 40 knots, and can operate in water less than 20 feet deep. Propelled by four water jets in addition to two diesel and two gas turbine engines, the ship boasts a range of over 3,500 nautical miles.

For more information on FORT WORTH, visit http://www.public.navy.mil/surfor/lcs3 or on Facebook at http://www.facebook.com/pages/USS-Fort-Worth-LCS-3/162361777117758

Aviation

LCS AVIATION TEAM:
LT Stockwell- Aviation Training Officer (rebecca.stockwell@navy.mil)
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It has been a busy quarter at LCSRON for everyone, and aviation is no exception. We have been working hard to improve policy for training, facilities and operations. This process is lengthy because we are getting input from all stakeholders to make sure it is done correctly. The aviation team is working on the TRAMAN Tab A revision with helpful inputs from many of the crews. We have also gotten a chop on the Aviation Facilities Certification Instruction. If you have any lessons learned you would like to forward please do not hesitate to do so. This also goes for the COMLCSRON 3750.1, Helicopter Operations Bill. It is important that everyone with a role in flight operations is familiar with its contents and provides feedback.

USS FREEDOM (LCS 1) has been working towards deployment and has embarked an aviation detachment for Surface Warfare (SUW) Dynamic Testing (DT) and Quick Reaction Assessment (QRA). FREEDOM successfully supported multiple events while working with HSM-73 to include Week One Workups (WOWU) and multiple SUW events. Lessons learned from that embarkation will lead to improvements for the entire class. Crew 102 has paved the way for other crews in developing an organized strategy for tackling the dreaded Aviation Facilities Certification (AVCERT). They applied their SOE in January's AVCERT which helped quickly overcome unforeseen obstacles and they have been extremely proactive in preparing for the upcoming AVCERT in September. Great job!

USS FORT WORTH (LCS 3) successfully completed their first Aviation Certification (AIR CERT). With a challenging and constantly changing schedule, they prepared for and successfully passed their first ever HELO DAY. The following week they embarked their first detachment, HX-21, and have played a huge role in testing the newest technology for the US Navy, the Advanced Stabilized Glide Slope Indicator (ASGSI) and Shipboard Helo Handler (SHH). Keep up the good work!

In the next few months the fast pace will continue as both crews on LCS 1 and LCS 2 complete an AVCERT and AIR CERT. I would also like to take this opportunity to remind everyone that from the end of PSA until HELO DAY you will have to suspend flight operations. We will all need to be proactive in scheduling an AVCERT at the end of or right after PSA as well as assessment events for AIR CERT, AIR 1.4a and AIR 1.4b. More often than not, crews will need AIR 1.3 as well but the situation depends on crew turnover and time since the last AIR CERT. This will all be spelled out in the TRAMAN revision.

Training:

1. We cannot over stress the importance of continuous "on the job training" and flight deck casualty training in accordance with NATOPS 00-80R-14, chapter 9. See the COMNAVSURFORINST 3700.1 for all training requirements. This has historically been the last requirement met by crews prior to their certification.

2. The aircraft familiarization training scheduled through LCSRON at Naval Air Station North Island (NASNI) has proven to be extremely informative and beneficial for all the crews. Please make every effort to ensure a good turnout whenever this opportunity arrives for your flight deck personnel and feel free to request an extra visit when necessary.

3. The pre-0414, Aircraft Firefighting School at TSC San Diego is a great opportunity to get practical, hands on training with live hoses and DC gear. Take advantage of it and show up ready to "train like we fight". Review your WQSB to ensure that the necessary personnel are available and prepared to take an LOK exam.

4. Be familiar with the equipment you are responsible for operating in the event of a flight deck emergency, i.e. AFFF station, SCBA, in-line educator etc. ATG will often ask watchstanders simple questions about their responsibilities during assessment drills. Be sure to have the right answers.

Aviation continued:

Maneuvering limits during flight operations:

1. Straightening and traversing: Maintain a steady course.
2. Spreading/folding main rotor blades OR spreading/folding tail pylon: Maximum windspeed over deck is 45 knots in any direction.
3. Engaging/disengaging rotors: Maintain a steady course. Maximum windspeed over deck 45 knots in any direction.
4. Launch/recover: Maintain a steady course with wind and ship dynamics within the appropriate wind envelope. Please note that per the COMLCSRON 3750.1 Helicopter Operations Bill, flight deck status will be at amber from the time the pilot calls for chocks and chains to the time they are completely installed. The same is true for chock and chain removal.
5. VERTREP -Relative winds of 15 to 30 knots between 330° and 030° are considered ideal.

Aircraft tiedown requirements:

Tiedowns should be as equally distributed on the aircraft as possible. Aircraft shall be tied down as directed. Tiedowns must run from a proper tiedown fitting on the aircraft to the padeye on the deck without pressing against oleo struts, hydraulic lines, tires, or any other portion of the aircraft.

1. Initial tiedown - This configuration is required for all aircraft prior to launch, upon recovery, immediately after an aircraft is respotted or immediately preceding movement of an aircraft.
The MH-60R initial tiedowns consist of 4 tiedowns, two on each mainmount.

2. Permanent tiedown- This configuration is required when not at flight quarters or when an aircraft is not scheduled or expected to be launched or respotted. These are applied by the helicopter maintainers or crew in accordance with NATOPS.
The MH-60R permanent tiedowns consist of 12 tiedowns (two on each attachment point)

3. Heavy Weather tiedown - This configuration is required when an increase in aircraft security is required during high winds, heavy seas, or for prolonged periods of heavy maintenance. These are applied by the helicopter maintainers or crew in accordance with NATOPs.
** The MH-60R heavy weather tiedowns consist of 18 tiedowns (three on each attachment point) and are required with weather conditions in which surface winds reach an average velocity of 35 knots or greater and/or sea state of 8 feet, or wind over deck exceeds 60 knots, pitch exceeds 4°, or roll exceeds 12°.**

Proper hook installation

Damage Control

By: DCC Charlie Lopez
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As deployment draws closer for FREEDOM, Blue Crew and SUW DET 2 recently conducted CBR (Chemical, Biological, and Radiological) fit testing. All of the Sailors were personally fit tested for the Navy's current gasmask, the MCU 2-P. Members also were sized for the Joint Service Lightweight Integrated Suit Technology (JSLIST), an ensemble designed to provide increased protection against chemical and biological agents. Each ensemble includes a smock, trousers, white cotton glove inserts, rubber gloves, and boots. When combined with the MCU2-P, JSLIST provides the wearer maximum protection should one of our ships ever face a chemical or biological attack.

The CBR equipment will be bagged and slated individually for each crew member in their Individual Protection Equipment (IPE) Kit and loaded onto the ship prior to deployment. Completing the CBR fit test has brought the FREEDOM and our Sailors one step closer towards a successful deployment.

Items included in the Individual Protection Equipment Kit:

- JSLIST Overgarment Coat
- JSLIST Overgarment Trousers
- AirBoss Lightweight Overboots (ALO)
- Glove Inserts (2 Pairs)
- CP Glove Set
- Web Belt
- Canteen, M1 Canteen Cap, and Canteen Cover
- C2A1 Canisters (2)
- 2PAM Chloride (Issued by medical)
- Atropine (Issued by medical)
- Pyridostigimine Bromide (Issued by medical)

DC Questions

1. What are the top three hits INSURV inspectors find on SCBA packs?

2. AFFF provided at the nozzle is approximately _____ percent AFFF concentrate.

3. What colors are the handwheels of piping systems carrying AFFF concentrate?

4. Approximately how long will a 15 LB CO2 extinguisher last under continuous operation?

5. What are the four common pipe patches used in the Navy?

Answers on page 10

Farewell Note: Thank you for all of your support and hard work in getting all of the crews and mission packages ready to operate the ships. I will now be assigned to USS FORT WORTH (LCS 3) Gold Crew. If you need any help, do not hesitate to drop me a line as I will not be too far away. -DCC Lopez

A Message from Medical

By: HM1 Hurley
LCS Medical Department
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Have you and your family received your 2012 Seasonal Flu shot?
According to the Centers for Disease Control and Prevention (2012), influenza can cause severe illness and life-threatening complications and has contributed to over 200,000 hospitalizations in the United States. Don't become a victim. Get your flu shot!

How Fit Are You?
The Physical Fitness Assessment is just around the corner. Are you medically ready? Please stop by medical to check out your record and start your PHA if you are due. Sailors have the option to review their medical readiness on BOL. Go to www.bol.navy.mil and click on IMR.

Winter is coming!
It's that time of year, and winter sports are almost here! Before you try to act like Shaun White on the half-pipe with your new snowboard, take a class so that you don't become a casualty. Knowledge is power and knowing is half the battle!

In an effort to improve run times, the PRT coordinator tried a new approach.

Medical Points of Contact:

Should you find that your crew, personnel, or mission package needs medical training, basic or advanced, or if you would like to schedule the use of our training classroom, please contact HMC Durgin at 556-3344 or HMC Alonso at 556-3344. To schedule appointments for medical readiness, PHA's, PARFQ's, and Fire Fighting questionnaires, please contact HM1 Hurley or HM1 Delaossa at 556-3294. If you have questions regarding medical supplies for LCS ships, please contact HMC Eusebio at 556-7311.

Engineering Standards

By: EMC Robinson
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In order for an organization to function successfully there must be guidelines that are monitored and followed closely. This certainly holds true with members of the Engineering Department serving onboard Littoral Combat Ships. Standards are based upon five key points commonly referred to as the "pillars of engineering": Fuel Oil System Integrity, Lube Oil System Integrity, Damage Control Equipment Performance, Safety Settings, and Performance and Calibration of Instrumentation.

Periodic assessments are conducted by ATG, INSURV, and ISIC using Afloat Self-Assessment check sheets, fleet guidance, tech manuals, planned maintenance cards and the ship's repair party manual. Inspections are a necessary process to make improvements, increase the efficiency of equipment, provide safeguards for engineering readiness, and to ensure personnel safety. In addition, inspection teams increase the crew's level of knowledge by conducting training, evolutions, and drills.

One common phrase used in engineering is "inspect what you expect." All hands should be doing daily inspections of their own spaces and should know if something is out of place. Be aware of any unusual noise, vibration, or smell. Check for high dust, worn gaskets on watertight doors, and missing components such as knobs, handles, etc. Little actions like these can prevent fires, flooding, and trip hazards. Ship wide zone inspections are a great way to document material deficiencies and determine the best course of action for repair or remediation. Ultimately, engineering standards are vital for maintaining the life of a Navy ship.

Take a vacation. Take photos. Just don't take your cell phone.

Seamanship Training Team

By: QMC(SW) Ortiz
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Crews 102 and 202 completed another successful Rapid Refresh for Navigation and Combat Systems Certification at the LCS Training Facility (LTF). In preparation for the upcoming FREEDOM deployment, crew 102 was able to successfully train and certify multiple scenarios simulated in Singapore, completing all CRs and an ISIC Navigation Check Ride.

Keys to Success in the LTF:

- Rules of the Road knowledge is a highly perishable skill and needs to be continuously honed.
- VMS familiarization is essential for OOD/JOOD watchstanders to perform optimally.
- Conducting Morning OPS/Intel Briefs for the day's scenarios are imperative and is required in accordance with the LCSTRAMAN. This is crucial for the success of each training mission. Engaging all watch standers in the development and use of the watch team binders and training packages will also ensure a smooth run. Everything needed to complete the missions is included in these packages but still requires the crew to do their homework (i.e. identifying the Order of Battle with the various platforms provided). One OPS/INTEL Brief will be reviewed by LCSRON CSTT members for CR completion. Please coordinate with CTTCS Childers or FCC Bush.
- Instructors are looking for the utilization of PPRs in all scenarios.
- Standing Orders and Battle Orders are needed during all scenarios. LTF Staff will assess the crew with their utilization of both. When setting Weapons Postures crews must follow Battle Orders.
- Consider bringing in your SCAT team for familiarization with the tactics and PPRs used during the training scenarios. We will not be grading your SCAT team during the events. It is for familiarization/training only.
- For FREEDOM Class ships, we recommend bringing in your DORNA operator to conduct communications drills. This training will improve your Combat Team's ability to ID targets. DORNA operators are not evaluated at this time.

Crew 103:

The Seamanship Training Team joined Crew 103 onboard FORT WORTH as she got underway from Marinette, Wisconsin. The Training Team conducted an ISIC Navigation Check Ride as Crew 103 navigated though some tight spots such as the Bascule Bridge with only 20 feet of clearance on either side. The Crew then successfully navigated the ship through the Great Lakes and into the Atlantic Ocean where she began her journey to her home port of San Diego.

COMLCSRON ONE:

The new LTF SOP is in routing and will be on the street soon. The LTF SOP will provide guidance and shed light on processes at the LTF. Additionally, the new Navigation Bill is making its way through the Chain of Command. Once signed it will outline LCS Navigation with greater definition and push LCS in the right direction.

An Aluminum Beach Picnic in the Park: Coronado Navy League Hosts LCS 4 Crews

By: LT Fiona McFarland
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On August 11th, the Navy League's Coronado Chapter hosted a picnic in honor of the wardrooms and crews of PCU CORONADO. The picnic took place in Spreckles Park and was attended by over one hundred CORONADO Sailors and family members. Music was provided by the Navy Region Southwest Band while all food and children's activities were coordinated by Coronado's Navy League. It was a great opportunity for the Blue and Gold crews and their families to come together, kick back, and enjoy a good old-fashioned picnic.

The Coronado Navy League and PCU CORONADO have been in close contact over the past year and a half. This specific chapter of the Navy League volunteered to be a part of the ship's Commissioning Committee and will formally adopt the ship once it is commissioned and home in San Diego later next year. Their insight into "everything Coronado" coupled with many members' extensive naval experience make this partnership a perfect match.

As home to numerous active and retired naval officers and chiefs, the Coronado community is ripe with Navy pride. When the Coronado Chapter of the Navy League learned that a Littoral Combat Ship would bear their city's name, they jumped at the opportunity to be a part of the ship's life and celebrate the island's rich naval history. The Coronado Navy League also helped PCU CORONADO this past year by coordinating MWR activities, arranging special recognition of the crew at Speckles Park's weekly Concerts in the Park, and formal recognition of PCU CORONADO Sailors of the Quarter at their chapter dinner events. The crews of PCU CORONADO look forward to continuing their strong relationship with the Coronado Navy League.

USS INDEPENDENCE (LCS 2) Operates From Homeport

By: LTJG Scott C. Tollefson
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After Gold Crew successfully sailed INDEPENDENCE from the East Coast to the West Coast, Blue Crew began the next phase of integrating her into the C3F AOR. The ship received a warm welcome from San Diego. It was clear that the excitement for the INDEPENDENCE class was high, as not a day went by without hosting tours. San Diego seems to come to a halt whenever the INDEPENDENCE transits the harbor, with every head turning to watch the ship pass.

Blue Crew's first underway was a good opportunity to interact with West Coast ships, and for the crew, it was the culmination of our off-hull training. On May 14th, INDEPENDENCE got underway for Crew Familiarization and Aviation Certification. With a flight deck 4.5 times larger than that of a DDG, the flight crews of the MH-60R had positive comments about the ease of approaches and the stability of the ship. On May 17th, Blue Crew received their aviation certification.

INDEPENDENCE got underway at the end of May to continue testing during Rough Water Trails. The purpose of the mission was to collect pitch, roll, and hull stress data in rough seas to be used to help determine safe operating parameters and optimize the INDEPENDENCE class ride control system, which will improve overall ship stability.

In June, Blue Crew shifted focus to their highest priority testing area – the Remote Multi-Mission Vehicle (RMMV) – as INDEPENDENCE pulled into Naval Base Port Hueneme to load the mine warfare package equipment. The Crew hosted tours for many of the NAVSEA engineers that had been working within the LCS program. INDEPENDENCE performed several days of launch and recovery operations with the RMMV off of Point Mugu. The Crew and Mission Package refined many of the launch and recovery techniques and further integrated the RMMV command and control with shipboard systems. After returning to the San Diego operational area the ship conducted the Assessment Identification Mine Susceptibility (AIMS) Range testing to determine mine susceptibility, which will determine safe operating distances and procedures for the entire class.

July was the busiest month for the Blue Crew while preparing for the 57mm Bofors gun structural test fire. The purpose was to fire the gun in rapid-fire mode to collect data on both the gun and the ship. The 57mm is impressive on paper, but even more so at 200 rounds per minute. Comparing this to the 5-Inch/54-caliber (Mk 45) lightweight gun which is deployed on the DDG's and CG's, which fires at 16–20 rounds per minute, the 57mm puts on an extraordinary show. Following the 57mm test fire, INDEPENDENCE returned to Port Hueneme for a second round of RMMV testing.

Blue Crew had a short on-hull period of only three months, but between major events, the Crew executed three Planned Maintenance Availabilities (PMAV) and hosted both the Surface Warfare Flag Officer Training Symposium (SWFOTS) and COMLCSRON ONE change of command.

Navy Jargon

BITTS (n) - A single (or, more often, double) heavy metal post on the deck of a vessel to which mooring lines are attached. A similar pair attached to the dock are called "bollards".
DEAD RECKONING (v) - The process of determining the approximate position of the ship, by plotting out the ship's known course and speed (including changes in same) for a given period of time, commencing from a known point.
LANDLUBBER (n) - A person who has never been to sea.

USS FREEDOM (LCS 1) Undergoing PSA

By: LT Taylor
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USS FREEDOM is currently undergoing a critical Post Shakedown Availability in San Diego prior to her upcoming deployment. She entered the PSA on July 9th and is projected to depart in late October prior to going into her training phase for deployment preparation. In early August, Gold Crew completed their turnover assessment drills. The crew then executed a flawless turnover with the Blue crew from August 13-17 during which both crews were also able to test and obtain their SAR certification.

Gold crew is currently on hull and successfully took FREEDOM through her 50% mark of PSA, marking a huge milestone in this very critical period that is instrumental in ensuring success for her upcoming deployment. Although the crew still has more to accomplish before getting FREEDOM out of PSA, they are confident they will get the job done.

Despite the immense amount of maintenance and repair work, FREEDOM successfully hosted many visitors last quarter including VADM Copeman (COMNAVSURFOR) and RADM Carney (CTF 73). Clearly, it has been a very busy quarter. Nonetheless, the crew stands ready and willing to work and meet the challenges ahead.

Famous Naval Quotes

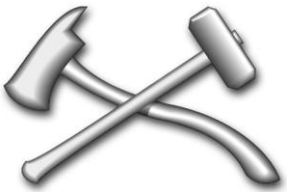
"I wish to have no Connection with any Ship that does not Sail fast for I intend to go in harm's way."

Captain John Paul Jones, 16 November 1778, in a letter to le Ray de Chaumont.

"A good Navy is not a provocation to war. It is the surest guaranty of peace."

President Theodore Roosevelt, 2 December 1902, second annual message to Congress.

DC Answers



1. PSI below 4000, batteries OOC on HUD, batteries OOC on voice amp.
2. 3%
3. Light blue and red.
4. 45 seconds
5. Soft patch, Jubilee, EWARP, and Banding.

Littoral Combat Ship (LCS) Mine Countermeasures (MCM) Mission Package Training begins at Mine Warfare Training Center

By: Derrick Johnson
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The PMS 420 MCM Training team brought hands-on LCS systems training to Mine Warfare Training Center (MWTC) for the first time in July/August 2012. Naval Surface Warfare Center (NSWC) Panama City Detachment and Science Applications International Corporation (SAIC) organized the contracted instructors to deliver hands-on operation of the Airborne Mine Neutralization System (AMNS), Airborne Laser Mine Detection System (ALMDS), AN/AQS-20 Variable Depth Sonar, and Common Support Containers that house the tactical sensors. The planning for these training events involved the first use of the bridge crane to lift items larger than 10,000 lbs to embark and debark tactical LCS assets using the same planning process as mission packages are loaded onto Littoral Combat Ships.

"This type of hands-on training is really helpful when learning about these new systems that are not yet in the Fleet," stated MNCS Fabian Garcia, MCM Detachment 3 Senior Enlisted Leader.

MCM Det 1 Lifting AMNS LHS from stowed position to the maintenance stand

The teams from MCM Detachment 1 and 3 attended classroom training at MWTC Martin Hall, Bldg 652, on Naval Mine and Anti-Submarine Warfare Center (NMAWC) Point Loma, followed by watch team labs using procedures in their Interactive Electronic Technical Manual (IETM). Watch team tasks included system assembly, built-in tests (BIT), and movement of the ready for use (RFU) system to the mission point. The sailors completed qualification requirements in their personnel qualification standards during the course. This process of qualifying ashore is defined as Train-to-Qualify (T2Q). Due to their minimal manning and rotational crewing process, LCS sailors are required to arrive on a LCS fully qualified to perform their duties.

"This training event would not have been possible without the extensive help from the MWTC staff, the travel commitments from the contractor team, and the MPSF (Mission Package Support Facility)." - Carl Long, NSWC Panama City, MCM MP Training lead.

Lessons learned from the training events in July and August were utilized in the development of Rapid Refresh assessment of MCM Detachment 2 in September 2012. LCS Squadron ONE and the contracted instructors observed MCM Detachment 1 in August, and captured data points for ATG Standard Assessment (ASA) checksheet development of the LCS MCM Mission Package. MCM Detachment 2 received their training in April 2012 in NSWC Panama City. The September training event is their opportunity to demonstrate their team skills ashore for certification, prior to returning to USS INDEPENDENCE (LCS 2) in December 2012. The process of certifying unit-level watch teams ashore is defined as Train-to-Certify (T2C), and these events are the beginning of development of T2C processes for the LCS MCM Mission Package.

MCM Det 3 Loading AN/AQS-20 from the support container to the MHU-191 Transport Dolly

A NOTE FROM YOUR DAPA

By: MNC Elizondo
Command DAPA
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Congratulations to LCSRON ONE Staff for achieving 365 days without an Alcohol Related Incident! This accomplishment is a huge achievement for a command and it demonstrates the quality of our staff. Avoiding alcohol related incidents for this amount of time is not easy; it requires the dedication of our sailors to the Navy's Policy on the responsible use of alcohol. Alcohol consumption is never an acceptable excuse for misconduct or poor judgment. If you choose to drink it needs to be in the appropriate place, at the appropriate time, and in the appropriate quantity.

What is a DUI/DWI?

Driving under the influence / Driving While intoxicated

DUI/DWI refers to the operation of, or being in the physical control of a motor vehicle or craft while impaired by any substance, legal or illegal. Definitions vary slightly from state to state. In all states a recorded blood alcohol content (BAC) for alcohol of .08 is proof of DUI/DWI without any other evidence. It should be noted that in many states drivers can be impaired at levels lower than .08 and can be convicted on other evidence without a recorded BAC. Additionally, the BAC level on base is lower at .05.

What are the consequences of a DUI/DWI?

According to the Center for Disease Control and Prevention, car wrecks are the leading cause of death for people in America who are under the age of 24, and about 40 percent of those deaths are related to alcohol in some way. Many of those in this statistic were the drivers or passengers of drunk drivers, and recent DUI statistics are showing increasing trends.

Being arrested for DUI in California automatically sentences you to two separate cases. You face both a criminal court case and a case in the Department of Motor Vehicles. While consequences vary based on the situation surrounding the DUI arrest, first time offenders typically face the following:

- A fine and court fees of up to $2,000
- Increased car insurance premiums (for multiple years)
- Probation for 3 to 5 years
- Jail time ranging from 48 hours to 6 months
- First Offender School

Almost all those arrested for DUI in California have to go to First Offender School in order to get their licenses back, but the length of time required for attendance varies depending on the BAC percentages at the time of arrest. A California DUI results in license suspension. The times for suspension by the DMV are as follows:

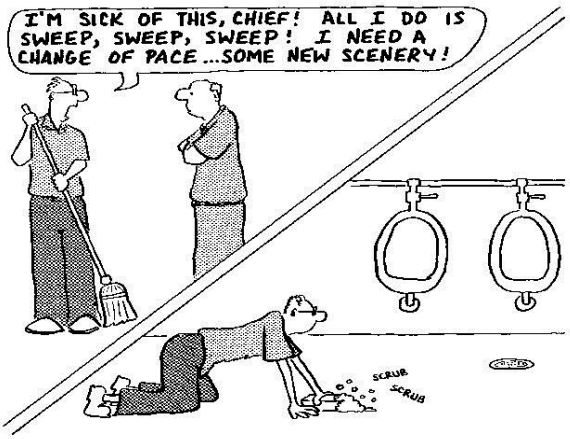
- First offenders: 4-6 months
- Second offenders: 24 months
- Third offenders: 24 months

This suspension is completely separate from the punishments the criminal court sends your way, which usually also includes license suspension. You will also face consequences with your insurance company following a DUI/DWI. In order to get your license back or be approved for a restricted license, you will have to have proof of insurance. This can prove difficult, however, because the insurance company will raise your premiums incredibly high due to your DUI. Your insurance company may even drop your coverage and refuse to cover you. If you are able to find coverage, you can expect to pay a high price for it.

As you can see from the above discussion, a DUI/DWI can ruin your life both financially and professionally. Planning your night out is key to avoiding a DUI/DWI. Don't put yourself in a position to drink and drive – have a designated driver or split a cab fee with your friends.

Congratulations to our new Chief Petty Officers!

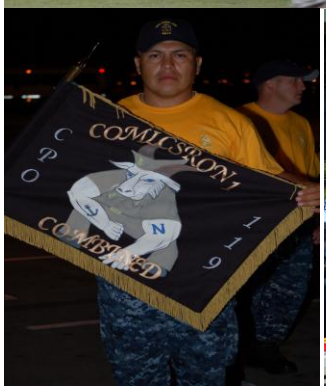
ENC Randy Adams
BMC Kurt Bartholomai
NCC Marquez Bell
EMC Michael Branch
BMC Katia Brito
ITC Oscar Chavez
GSEC Charles Chenault
GSMC Freddie Coleman
GMC David Daigle
EMC Lidia Dorame
GSMC Jennifer Duarte
CSC Morio Hall
GSMC Don Hammack
FCC Terrill Jenkins
FCC David Johnson
MNC Kevin Landers
YNC LaTia Latimore
STGC Todd Lehman
GMC Catherine Marquez
GSMC James Matic
ENC Joel Miller
ITC Gina Myers
ITC Kendall Nichols
GSEC Larry Ohtola
OSC Timothy Rau
ENC Antonio Reyes
GSMC Eric Rice
ENC Eleuterio Roman
ETC Justin Sherman
FCC Beth Simpson
MCC Kimberly Stephens
ITC Zachary Weichert
GMC Steven Williams
EMC Danny Wilson
ITC Hoyun Wong



2012 Chief Petty Officers!



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